

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

Name:

Name: MD 725 OVER FEDERAL SPRING BRANCH

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

| MARYLAND HISTORICAL TRUST | |
|--|---|
| Eligibility Recommended <u> X </u> | Eligibility Not Recommended <u> </u> |
| Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u> Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u> | |
| Comments: _____ | |
| _____ | |
| _____ | |
| Reviewer, OPS: <u>Anne E. Bruder</u> | Date: <u> 3 April 2001 </u> |
| Reviewer, NR Program: <u>Peter E. Kurtze</u> | Date: <u> 3 April 2001 </u> |

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. PG:79-70

NAME AND SHA NO.: 16009

LOCATION

Road Name and Number: MD 725 over Federal Spring Branch

City/Town: Upper Marlboro vicinity

County: Prince George's

Ownership: ☒ State ☐ County ☐ Municipal ☐ Other

Bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is bridge located within designated district?: ☐ yes ☒ no

☐ NR listed district ☐ NR determined eligible district

☐ locally designated ☐ other

Name of District

BRIDGE TYPE

☐ Timber Bridge

☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete

☐ Stone Arch Bridge

☐ Metal Truss Bridge

☐ Moveable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

☐ Vertical Lift ☐ Retractable ☐ Pontoon

☐ Metal Girder

☐ Rolled Girder ☐ Rolled Girder Concrete Encased

☐ Plate Girder ☐ Plate Girder Concrete Encased

☐ Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☒ Concrete

☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame

☐ Other ☐ Type Name

DESCRIPTION

Describe the Setting:

Situated within Maryland's Tidewater physiographic zone, Bridge 16009 carries MD 725 over Federal Spring Branch in eastern Prince George's County. Federal Spring Branch flows southeasterly and meets the northwest-southeast running MD 725 in the town of Upper Marlboro. The area adjacent to the bridge contains residences and a country club.

Describe the Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

The single-span, concrete-beam bridge carries two lanes of traffic across its 37 foot span. Parapet railings enframe the 24 foot wide clear roadway. W-beam guardrails protect the bridge approaches. Concrete abutments and wing walls support the bridge superstructure.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

The exterior concrete girders were repaired in July 1990 with pneumatically applied mortar. In addition, a major portion of the roadway across the bridge has been patched. The bridge was placed on the Special Projects list for replacement in fiscal year 1991, but as of January 1994, the bridge had not been scheduled for replacement.

HISTORY

When Built: 1928

Why Built: Construction of Bridge 16009 may relate to either the State Roads Commission's ongoing effort during the mid-1920s to replace one-lane bridges with wider two-lane spans or the secondary road improvement program.

Who Built: Jarboe-Haughton, Mechanicsville, MD

Who Designed: Unknown

Why Altered: Excessive deterioration.

Was this bridge built as part of an organized bridge building campaign?: Yes

Construction of Bridge 16009 may have occurred as part of the State Roads Commission's (SRC) mid-1920s efforts to widen one-lane bridges with new two-lane spans. Alternatively, the bridge may have been erected as part of the SRC's secondary road improvement program.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

 X A (Events) B (Person) C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Bridge 16009's construction may relate to broad trends of Maryland's transportation history as a result of its possible association with either the SRC's bridge widening program or its secondary road improvement program undertaken during the 1920s.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, construction of Bridge 16009 did not have a significant impact on the surrounding area's subsequent development or growth.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No. Bridge 16009 is not located within an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

No. Research has not indicated Bridge 16009 is a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, Bridge 16009 retains fair integrity of its character defining elements. The bridge's beams and slab, its parapets, and its abutments and wing walls have not been greatly altered by repairs.

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Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the State Roads Commission's bridge building.

Should this bridge be given further study before significance analysis is made, and why?

No. Further study is unlikely to reveal any additional information linking Bridge 16009 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Contract Files. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report.* Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930.* Baltimore.

1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart

Organization: KCI Technologies, Inc.

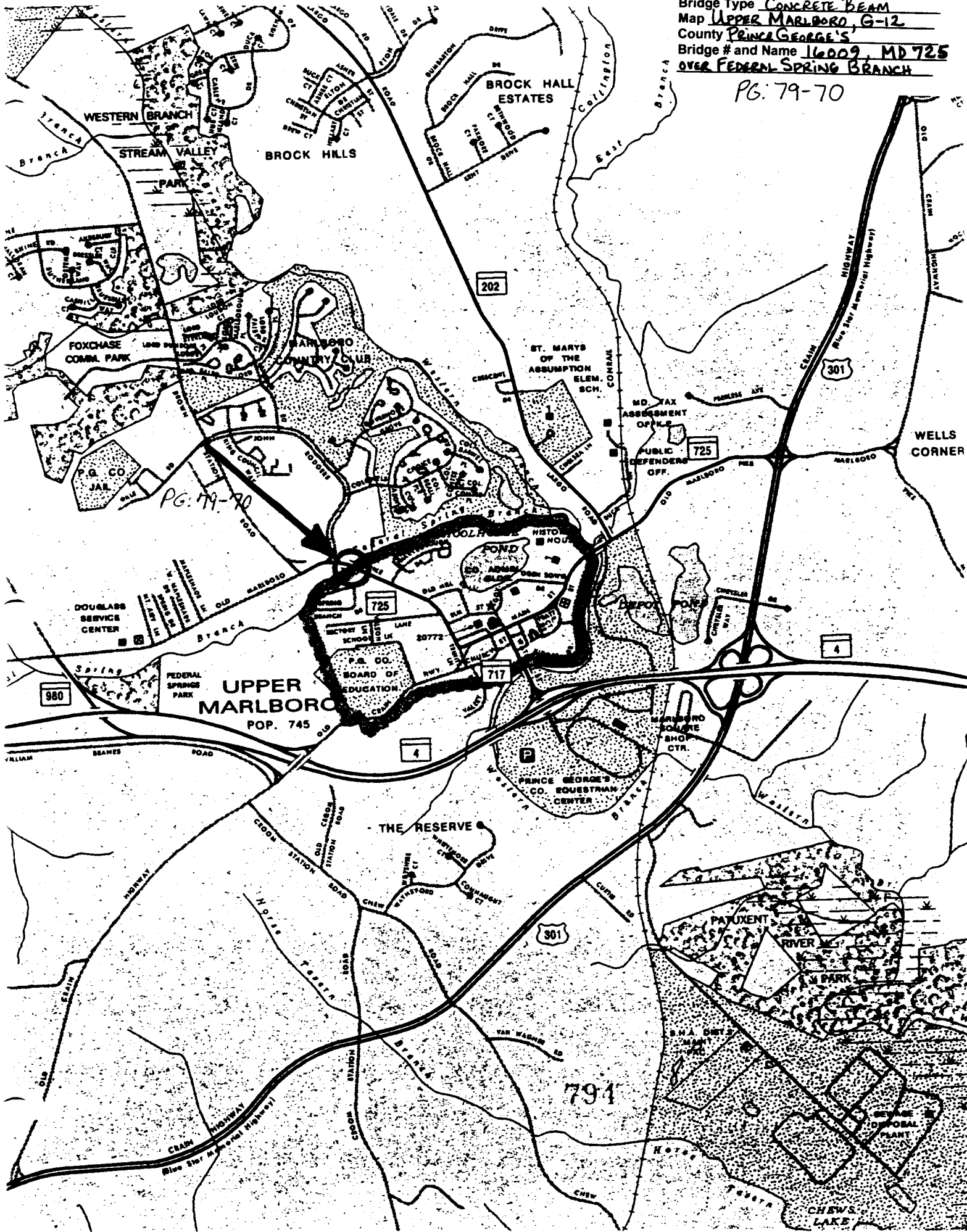
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996

Telephone: (717) 691-1340

Maryland Historic Highway Bridges
 Bridge Type CONCRETE BEAM
 Map UPPER MARLBORO, G-12
 County PRINCE GEORGE'S
 Bridge # and Name 16009, MD 725
OVER FEDERAL SPRING BRANCH

PG: 79-70





Inventory # PG:79-70

Name 1600 FT M1725 OVER FEDERAL SPRING BRANCH

County/State PRINCE GEORGES COUNTY MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING
WEST

Number 1 of 4

1100 0000000000000000



Inventory # PG: 79-70

Name 16001-MD 725 OVER FEDERAL SPRING BRANCH

County/State PRINCE GEORGES COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING
EAST

Number 20 of 40

1198 26006010004110



Inventory # PG: 79-70

Name Wally MD 725 OVER FEDERAL SPRING BRANCH

County/State PRINCE GEORGES COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 3 of 4

1125 0600110048 0011 11



Inventory # PG:79-70

Name 16009- MD725 OVER FEDERAL SPRING BRANCH

County/State PRINCE GEORGES COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 42 of 42

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